



Two Careers, One Beginning

By MC1(SW) JOAQUIN JUATAI
Penny Press staff

Somewhere above the South China sea, two Naval Aviators spent time reminiscing – and discovered that they share some common ground; both attended the University of South Carolina in Columbia, S.C.

The two, Rear Adm. Bill Goodwin, commander of Carrier Strike Group (CSG) 9 embarked aboard USS Abraham Lincoln (CVN 72) and Lt. Cmdr. T. Michael Santomauro, operations officer in Airborne Early Warning Squadron (VAW) 116, discovered their common ties during an airborne early warning patrol mission.

“We started talking about Columbia and I asked him, ‘how do you know so much about South Carolina?’” said Goodwin. “He said, ‘well, sir, I understand you graduated from USC in ’75. I graduated in ’93.’”

Both Goodwin and Santomauro were Midshipmen in USC’s Naval Reserve Officer’s Training Corps (NROTC) program. NROTC gave each of them a direction in their educations and careers, that has benefited both to this day.

“Navy ROTC is one of the best deals going,” said Goodwin. “With the scholarship portion, it’s four years of education. You



Photo By MC1(SW) Joaquin Juatai

Rear Adm. Bill Goodwin and Lt. Cmdr. Michael Santomauro pose in front of a VAW-116 E2-C Hawkeye. The pair discovered they both graduated from USC during an airborne early warning patrol recently.

return that education with service to your country.

“The ROTC scholarship is an academically awarded scholarship. It’s not based on your financial situation. You are the person who earns the scholarship through your academics.”

“It’s a great opportunity,” said Santomauro. “My par-

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Good Citizenship Vital to Upcoming Port Visit

By MC1(SW) JOAQUIN JUATAI
Penny Press staff

Good conduct while on liberty is an important part of ALCSG’s mission during deployment, as the citizenship ALCSG Sailors exhibit is a direct reflection of both the United States and the Navy in host countries.

While visiting ports such as Sasebo, it is very important that Sailors remember to practice good citizenship, according to USS Abraham Lincoln’s Command Judge

Advocate, Lt. Cmdr. James Carsten.

“I think good citizenship means more than the absence of illegal behavior,” said Carsten. “It’s being a positive role model for other Sailors; it’s being a good representative for the United States and the Navy and fostering positive relationships with the local population.”

Carsten said that one of the most important ways Sailors can ensure they present that positive image is by ensuring they adhere to the liberty buddy policy ALCSG and Commander, U.S. 7th Fleet

have in place.

He said that liberty buddies can monitor each other’s behavior and help keep one another out of trouble.

“You know when your shipmate is getting out of hand. You know when your friend has had too much. It’s time for you to take positive control of that situation. Get them back to the ship before something goes wrong,” he added.

“You can go out and have a good time,

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Inside

Answers to all your
career questions

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A good set of eyes kept
one of these safely out
of the air. Find out
why....

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Local Stories

Fleet Master Chief visits Abe

Welcomes the Crew, but Urges Sailors to be Mindful in Sasebo, Japan

FLTCM(SW/AW) TOM HOWARD
Special to Penny Press

As a former CMC for amphibious Force Seventh Fleet, based here in Sasebo, I can tell you personally that this is one of the best ports the Navy has to offer Sailors in the way of recreation and sightseeing activities.

Whether you want to visit Hirado Island, the nearby city of Nagasaki, or just walk along the shopping arcade in the city center, you are guaranteed a complete Japanese experience in Sasebo.

But, along with that, there's also the great responsibility you shoulder as representatives of the United States. Your personal behavior on liberty is a major strategic issue in our long-standing relations with Japan. I ask that each of you consider the consequences of your actions not only for the benefit of your career, but for how those actions reflect on your shipmates and the image of the United States overseas.

The single largest challenge we have had in the area of responsibility (AOR) is Sailors putting their hands on the local nationals. In short, keep your hands to yourself!

I'll use the term "intrusive leadership" to describe the proactive actions of petty officers and officers who stop trouble before it starts. That means, if you see a shipmate about to



Photo By MCSN Timothy Roache

Fleet Master Chief (SW/AW) Tom Howard (right) talks with Rear Adm. Bill Goodwin (left) during Howard's visit to USS Abraham Lincoln (CVN 72).

do something he or she will regret later, stop them. Look out for each other. You've had an incredible venture through the 7th Fleet AOR thus far. Don't pause now. If every Sailor here takes that to heart, you will continue to create a culture and, better yet, a reputation for being a mature, well-disciplined collection of professional Sailors.

So go and enjoy Sasebo. Like I said, great liberty and warm friendly people. Show them the same respect you would expect them to extend to you. Thanks.



Quick Facts about Japan

Don't Bargain, just pay the listed price. Your personal checks are worthless outside U.S. facilities. Public hot baths are for relaxing, not bathing. You must shower first. Sumo wrestling is the national sport, not baseball.



May 26, 1943

The submarine Trout lands a party on Basilan Island in the Philippines to establish a coastwatcher network, conduct surveys and assist in supplying Filipino guerillas.

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Local News

Kestrels Stop Damaged Aircraft from Launching

MC3(AW) JEREMIE YODER
Penny Press staff

Aviation Structural Mechanic 2nd Class (AW) Roger J. Nelson noticed that something was amiss with one of his squadron's airplanes during a launch cycle from USS Abraham Lincoln (CVN 72), May 14.

His quick action prevented the launch of a damaged aircraft, and the possible consequences of that launch.

Nelson, who works on the flight deck aboard Lincoln as the day-check line shack supervisor for Strike Fighter Squadron (VFA) 137 "Kestrels," was doing his job, overseeing his Sailors as they supervised each launch on the flight line.

Following a successful launch from catapult four, Nelson headed to catapult three to watch the take off of another squadron jet. As he neared the flight line, he visually inspected the jet and noticed a blackened region on the tip cap of the port vertical stabilizer.

The jet in question, aircraft 211, was preparing to go on tension immediately prior to takeoff during scheduled flight operations when Nelson alerted his supervisor of the problem.

Nelson said that as everyone was giving the thumbs up for the launch, his supervisor ran up to the aircraft to signal to suspend the launch.

"As he ran up along side of it (the aircraft), he saw that it (the port vertical stabilizer) was split out. We knew right away that it was from a lightning strike," said Nelson.

Nelson said that it is difficult to say exactly how the lightning strike would have affected the jet in-flight.

"It could have been nothing," Nelson said. "With a lightning strike, you don't know where the entry point is. What we see is only the exit point."

Aviation Ordnanceman 1st Class (AW) Richard J. Anderson, the command safety petty officer for VFA 137, said that no one knew the severity of the damage to the internal structure



Photo By MCSN Geoffrey Lewis

Aviation Structural Mechanic 2nd Class (AW) Roger Nelson used quick thinking to keep a damaged F/A-18C from launching after it had been hit by lightning.

of the stabilizer.

Nelson said the aircraft's electrical and electronic system could have been completely "torn up" inside, but that the damage may not have manifested until the aircraft was in flight.

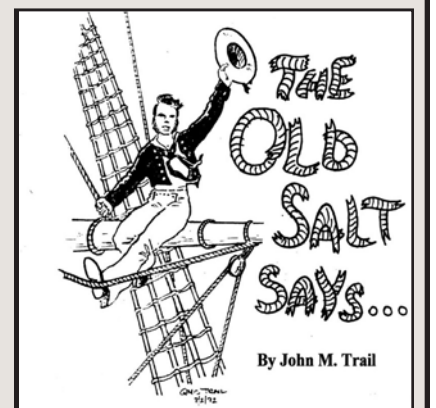
"There is past history (in the case of lightning strikes) of airplane pieces actually becoming delaminated due to the constant electrical current, but none of the tests revealed that to be the case," said Anderson.

The tip cap of the stabilizer and a light assembly were replaced by Kestrels maintenance, a moderate level of damage that had the potential to become much more serious once the aircraft was airborne, according to experts in Kestrel's Maintenance Control.

Today, the aircraft is again flying, following necessary maintenance and repair work, but the fact that it is able to do so safely is a direct result of the vigilance and care of Nelson.

Whistling Aboard Ship

Sailors are great for tradition and superstition. One of those superstitions was whistling aboard ship! No Sailors were allowed to whistle as the majority of the crew thought it would bring gale force winds to "knock her down" (capsize the ship). Any Sailor caught whistling would be "dressed down," (severely reprimanded or even struck), but at times when the ship would be becalmed, as in the Doldrums, when there would not be a "breath of wind," Sailors would often "scratch the mast" and whistle softly to bring on a wind so the ship could sail on.



Features

Health Fair Helps Abe Sailors

MC3 JAMES MCGURY
Penny Press staff

Good health is very important, especially for Sailors in today's Navy. However, with long working hours, changing shifts and various collateral duties demanding a Sailor's attention, improving or maintaining health can be difficult to do.

The fair helped Sailors out with questions and suggestions on what they need to become healthy, because maintaining good health is vital to mission readiness.

USS Abraham Lincoln's (CVN 72) Medical Dept. held a Health Fair on the aft mess decks May 18 to help answer Sailors' questions and give suggestions.

"I think it is important to have a health fair," said Lt. Cmdr. Jennifer Calvin, Abe's physical therapist. "That way, people are aware of ways to stay healthy. We have information about tobacco cessation and we're providing nutrition information on a constant basis so that people can make healthy choices on the mess decks and in the wardrooms."

Smoking/tobacco cessation and nutritional information wasn't the only topic that the health fair covered; it also covered women's health because the week of May 14 – 20 was National Women's Health Week.

"Specifically, we're covering things like weight lifting for women," said Calvin. "Men do a lot more physical exercise than women do. So women don't actually get a lot of upper body strength workouts, (women) just don't focus on that."

"Our legs are strong but, if we start lifting weights it actually protects our bone density, it also maintains muscle mass as we age and there are other benefits like losing weight and raising women's metabolism rate."

Each topic for the health fairs is carefully planned by the Medical Dept. so they coincide with national health themes.

"The health promotion council meets at the beginning of each year," said Calvin. "We plan all the topics for each month of the calendar year."

The carefully planned health fairs are well attended by Abe Sailors who are interested in becoming healthy or maintaining their health level.

"On average, we'll have two to three hundred people stop by and pick up pamphlets and ask questions," said Calvin. "Some topics are more popular than others, like the tobacco cessation class. We get a constant number of people asking us to help them quit smoking because they know it's not healthy."

For more information on quitting smoking or just generally becoming healthier, stop by Abe's Medical Dept.

Clothing Policy for 7th Fleet

By MC1(SW) JOAQUIN JUATAI
Penny Press staff

As Sailors aboard USS Abraham Lincoln (CVN 72) prepare for the next port call, questions have arisen as to what the civilian clothing policy will be for our visit. One of the major concerns as Sailors leave to go on liberty will be that they are appropriately attired.

According to the guidelines set forth by 7th Fleet, "each individual, whether military or civilian, is an ambassador of the United States and the U.S. Navy while in this area of responsibility (AOR). As such, individual dress, attire and conduct should reflect credit upon oneself, the U.S. Navy and the United States."

Here are guidelines for civilian attire in Sasebo:

- Always present a neat and clean appearance
- No shower shoes. Sandals with straps such as Tivas or other sports sandals and women's sandals are appropriate.
- No "active wear" or PT gear. Clothes that are meant to work out in should only be worn when working out or in the gym. There are some clothes that can be worn in public and also be worn to work out in.

Appropriate Wear



If these clothes are neat, clean and presentable, they can possibly be casual wear.

- Your pants or skirt should cover whatever is under them – no "sagging," no undergarments visible. No underwear of any type visible.
- No extremely baggy or excessively frayed pants.
- No undershirts worn as outer shirts.
- No exposed midriffs (no bellies).

Remember, part of good citizenship abroad includes the first impressions we make in our host countries. How we dress and present ourselves has a direct reflection on how our hosts perceive us.



WEEK AT A GLANCE

ILLUSTRATION BY MC3 JAMES R. MCGURY

News

Career Counselor's Corner

By MCSN JAMES R. EVANS
Penny Press staff

For Sailors interested in taking their careers to the next level, the Seaman to Admiral for the 21st Century (STA-21) program presents an excellent opportunity for enlisted personnel to become officers.

Participants can attend school full-time while receiving their normal pay and allowances as well as up to \$10,000 to cover tuition at one of the colleges listed on the STA-21 Web site at www.STA-21.navy.mil. They also remain eligible for enlisted advancement.

"STA-21 is a great program, it's designed to take a Sailor, send them to college for up to three years and when they graduate they are commissioned as an Ensign," said Senior Chief Navy Counselor (AW/SW) Brian Shroepfer.

STA-21 applicants are eligible to become Pilots, Naval Flight Officers, Surface Warfare Officers, Nuclear Officers, Special Duty Officers (Intel or Information Warfare), Supply Officers, or Nurse Corps Officers. Participants have several application options pertaining to what community they want to join.

The "Target Group Only" option allows applicants to decide what community they want to go to before beginning courses. The "Core" option is designed for those who want to be an officer, but haven't decided on a community. Finally, the "Core and Target" option allows an applicant to decide at a later date.

"Right now STA-21 is open to anyone who can be commissioned by the age of 27," said Shroepfer. "There's several different programs and some offer waivers up to age 35," he added.

Applicants must be medically qualified, have passing scores on their PFA, have no record of court martial or non-judicial punishment for at least three years, have no record of civilian criminal conviction, and must have taken and passed the ACT or SAT exam within the last three years.

According to Shroepfer, this year's deadline for application is July 6. Those submitting packages should prepare by gathering high school and college transcripts, taking the ACT or SAT exams, and most importantly, letting their chain of command know they're interested.

PORT VISIT *Continued from page 1*

but do it in a responsible manner, and moderation is the key."

Sailors can learn about what behavior is appropriate or inappropriate in Japan by watching the port briefs on SITE TV channel 5, according to Carrier Strike Group (CSG) 9 Staff Judge Advocate, Lt. Cmdr. Robert Crow.

"Pay attention to the SITE TV briefs as to what the proper attire is and what's the proper behavior to be expected," he said.

Crow also emphasized the importance of adhering to the ALCSG buddy system policy.


"We all know how to behave in public. The buddy system is key; that's where we can back each other up," he said. "We have a duty to step in, take positive action and ensure that [a potentially inappropriate] situation does not get out of control."

The bottom line regarding conduct in port is simple, according to Crow.

"Good citizenship is respecting the country that we're visiting. And that [means] respecting their laws and respecting their customs. We have to conform to the behavior expected there."

MAN ON THE STREET

James McGury



Look out! We gave MC3 James McGury a video camera and now he's comin' after you! Get a question right, get a prize. Get one wrong, then you're ridiculed like no one's business! Catch Man On the Street, and Lincoln-driven news, every Friday at 7 p.m. on NewsLine!

Features

Taking Care of Abe's Garbage One Bag at a Time

By MCSN TIMOTHY ROACHE
Penny Press staff

Sailors aboard USS Abraham Lincoln (CVN 72) generate more than 1,000 pounds of trash each day. Disposing of that trash can present many challenges. That's where the Sailors of Engineering's A Division come in: they are responsible for running Lincoln's Trash Rooms.

There are three trash rooms aboard Lincoln: Waste Processing Room 2 at 2-84-2-Q, Waste Processing room 3 at 2-158-2-C, and Waste Processing Room 4 at 1-220-2-Q.

Each trash room is used to dispose of different forms of trash.

"Trash room four is our main trash room because it has the pulper, metal shredder, chute for the plastics and the incinerator," said Machinist Mate 2nd Class (SW/AW) Eric Macinnis, trash room work center supervisor. "Trash rooms two and three deal with plastics because they have the majority of the CMUs (Compressed Melt Units), trash room three also has a pulper."

The pulper is large garbage grinder that grinds up all food waste except for bones. There are nine CMUs. These are used to process plastics. The CMUs melt down plastics into a big "hockey puck." Trash room Sailors take the pucks to Hazardous Materials Waste Disposal (HAZMAT), where they are stored until they can be off-loaded to a shore facility or a supply ship.

In addition to Sailors from A division, Sailors are temporarily assigned (TAD) to the trash rooms.

"We get TAD people from almost every department," said Macinnis. "Since everybody makes the trash, they (the departments) send us a body to help dispose of it."

When Sailors go TAD to the trash room, they must complete a Personnel Qualification Standard (PQS).

"We receive a PQS on all the equipment down here," said Engineer 3rd Class Adam Metelski, who is TAD to the trash room from Reactor department. "We go through OJT (on the job training) to get all of our signatures signed off. We have to understand all the safety precautions to take, how to properly clean the equipment and how to properly dispose of the trash."

It is important that Sailors on board properly separate their trash and rinse out their plastics before disposing of them.

"It's important for health reasons and for the equipment," said Macinnis. "If we start putting food in the CMU, it breaks the (CMU) down. Then we get backed up on plastics and we have to say 'hold all trash on station.' If people separate the trash, we can keep taking it. It makes our job a lot easier."



Photo By MCSN Timothy Roache

Machinist Mate Fireman Matthew Wirtz loads a bag of plastic trash into a Compressed Melt Unit (CMU) in Waste Processing Room 2 onboard USS Abraham Lincoln.

USC

Continued from page 1

ents had no means to send me to college. I earned a four-year degree out of high school, based on my merits.

"I earned a regular commission in the Navy. It's something I wanted to do anyway, but the ROTC unit provided me an opportunity I wouldn't have had otherwise."

According to Goodwin, the naval legacy of USC is felt throughout the Navy. Retired Navy Rear Adm. Jacob Schuford, class of '74, also commanded CSG 9. Another classmate, Capt. Dave Logsdon, commanded USS Harry S. Truman (CVN

75).

"South Carolina has a long-standing tradition of producing naval officers who have served our country very well, whether it was four years or more than four years," said Goodwin.

"It's funny," said Santomauro. "A lot of the guys I knew in classes before or after me are still in the Navy. They're in the E-2 and C-2 (both aircraft are based on the same airframe) community and they're still in the Navy."

"You tend to keep running into people [from USC] in this career."

For both, the education begun at USC continued after their time at the school.

Goodwin, who majored in Computer Science, holds two additional master's degrees, one from the Naval War College and one from the Naval Post Graduate School. Santomauro holds a Masters in Aerospace Engineering.

Humble beginnings at USC have become successful naval careers for both. Goodwin graduated 31 years ago, and now serves as a flag officer. Santomauro is well into a successful career, and is a department head in his squadron.

For both graduates, the memories of the sights and times at USC began their adventure, and built the underpinnings

Local News



Shipmates

The strength of a warship lies in the hearts and hands of its crew



Photo by MCSN Geoffrey Lewis

Aviation Machinist's Mate 3rd Class Emil Orenca conducts routine maintenance on an HS-60B Seahawk attached to Anti-Submarine Squadron Light (HSL) 47 "Saberhawks" onboard USS Abraham Lincoln (CVN 72).

Editor's Top 10

Ways Sailors celebrated the middle of cruise, aka "hump day."

10. Watched "Jarhead" or "Walk the Line" on Site-TV for the 454th time.

9. Called Kruz Radio from 2 to 4 p.m. and asked for "Brokeback."

8. Argued the difference between Mountain Dew from the states against the 'Dew' from Singapore.

7. Unofficial wog day.

6. Find answers to life's questions like how many licks does it take to get the center of a tootsie roll pop.

5. Make jokes about how your buddies will call everyone Mr. Roboto in Japan.

4. Prove you can drink a gallon of milk.

3. Come up with new and exciting board games like "Spot Check" or "Wax that Deck."

2. Trade movies starring actors/actresses of ill repute.

1. Make fun of the editor's lame top ten.



PHOTO BY SK1 (SWAW/SS) RICHARD WARD

USS Abraham Lincoln Safety Department's

Safety Sailor of the Week

While sizing up an aluminum pipe on a lathe, Machinery Repairman Fireman Apprentice Joshua Prock of Repair Division ensures his safety by using impact resistance glasses.

For observing ORM, Prock is Abe's Safety Sailor of the Week.

MRFA Joshua Prock

